

# RESULTS OF POLL

## Answers to Contest Questionnaire Tabulated

Officials of the Texas Soaring Association, planning the 19th Annual U. S. National Soaring Competition to be held at Grand Prairie, Texas, August 19th to 30th, 1952, sent a questionnaire to Soaring Society of America members to find out the general attitude on methods of conducting National Contests. The following is a report on this poll as published in SPIRALS, monthly publication of TSA:

This Questionnaire was mailed to 310 persons, some we knew would not feel competent or care to answer such an interrogatory. Full answers have come from 112 persons as of this date (January 30th). Others will of course follow in time, but these additional answers should not materially change the percentages. Hence the publication of the findings at this time.

It has been encouraging to know that so many people have a genuine interest and appreciate the opportunity to express their opinions, concerning the make-up and conduct of our National Contests. Many of the returns were accompanied by additional supplementary material. This will be helpful to our committee on contest rules and will be given careful consideration.

Everyone seems to have joined enthusiastically in this effort. It is conclusively established that our American soaring people are not only interested in their national tournaments, but are quite capable of doing a very solid bit of thinking on the matter. A very intelligent lot to be sure, are these soaring folk.

Probably the most interesting thing reflected by the opinions expressed, is the fact that our conduct of recent years' national contests, have in the main, been quite satisfactory to those participating. This is especially satisfying to some of us who are a bit new to the sport. We had thought maybe we were 'playing by ear'! Some of the old hands who seem to possess a sort of clairvoyance for these things (Hello Ben Shupack) had told us things were right. Now we know.

A tabulation has not been practical for some questions, such a variety of opinions were expressed that the accomplishment of a consensus would be difficult. A separate tabulation was taken from the answers of known contenders at national contests, they varied only slightly from the percentages of the whole. This tabulation would therefore appear to be 'the People's Choice' for the time being.

It will be noted that ten contest days are desired. And that six or seven days flights are to be counted in making a contestant's total score. The agreement to the proposition No. 14 indicates that a contestant may fly all or any of the days out of the ten and no more than a maximum of seven will go into making his total score.

Distance only is still the favored accomplishment for point accumulation. The added bonus for 'Goal' and 'Out and Back' flights, is recommended at a slightly higher value than heretofore granted at the National Contests. A few recommendations at very much higher percentages, for these accomplishments, brought this up. Eliminating the few high figure recommendations, brings this percentage more to the order of 20% bonus for 'Goal' and 30% for the 'Out and Back' flights.

The combination of 'task' and 'open' gets the nod

over other systems of competitions, with the added recommendation that a choice of 'disciplines' be offered on the task days. Also it is seen that the majority favor the Contest Board and not the pilots in establishing the tasks.

The vote for a National Two-Place Championship category is conclusive. A trend away from Aerobatic Competition is noted. No widespread favor for class championships was indicated and handicapping is definitely in disfavor.

The demand system for contest launching is affirmed. The employment of a factor-of-the-day in point computation is gaining favor, many however expressed ignorance of its exact function. A full explanation of the same would seem desirable copy for the pages of SOARING.

The recommended minimum requirement for pilot entry to the national was for the most part mild. The holder of at least the 'C' Badge was the most general recommendation. Air shows and other related aeronautical competitions and exhibitions were frowned upon by the majority. While social activities, technical meetings, etc., came the nearest to scoring 100%.

For Contest of 10 days or More .....	68.5%
For Contest of less than 10 Days .....	31.5%
Average Number Days Recommended .....	10.084
Percentage of Days to Count .....	68.57%
Minimum Distance to Count .....	22.8 mi.
Favoring Altitude in Score .....	18.9%
Favoring Duration in Score .....	17.7%
Favoring Speed in Score .....	22.5%
Favoring Distance Only .....	40.9%
Permit Aero Retrieve .....	Yes 78%, No 22%
Allow Rest Days .....	Yes 37%, No. 63%
Accelerate Points with Distance .....	Yes 44%, No 56%
Add Bonus Goal .....	27%
Added Bonus G & R .....	50%
6 of 10 Flights Free-F-All .....	Yes 85%, No 15%
All Task System .....	Yes 3%, No 97%
All Open System .....	Yes 33%, No 67%
Task & Open System .....	Yes 79%, No 21%
Choice of Tasks .....	Yes 62%, No 38%
Who Sets Tasks .....	Board 79%, Pilot's 21%
National 2-Place Category .....	Yes 93%, No 7%
Permanent Contest Number .....	Yes 43%, No 57%
Handicap System .....	Yes 24%, No 76%
Factor of Day Scoring .....	Yes 46%, No 54%
Minimum Entry Skill .....	Yes 80%, No 20%
Air Shows Etc. ....	Yes 30%, No 70%
Social Events, Tech. Sessions, Etc. ....	Yes 99% No 1%

### Launching System

Contest Standing	By Lots Ea. Day	Demand System	Rotate by Nos.
12%	6%	60%	22%

—From SPIRALS.

## ATTENTION PILOTS!

Ted Nelson has prepared for free distribution a 24 page mimeographed pamphlet summarizing FAI regulations for records in gliding and for the award of gliding badges. This material is an Annex to the Sporting Code of the F.A.I. as it was approved by the Gliding Committee at Orebro, July 11, 1950 and at Brussels, July 5, 1951. This material is not readily available from any other source and should be studied carefully by pilots to avoid the possibility of disappointment when applying for records or soaring badges. Copies may be obtained from one of the following: Bob Symons, Kit Carson, John Graves, Jon Carsey, or you may write to Paul Schweizer, Box 71, Elmira, N.Y. or N.C.S.A. Sec.-Treas. F. H. Matteson, 4036 Orme Ave., Palo Alto, Calif.